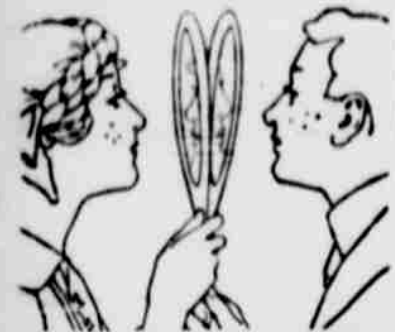


PLOT TO SINK OLYMPIC, LOADED WITH TROOPS, CHARGED TO CANADIAN

Passengers on Florizel Say
Lieutenant Was Seized at
Halifax as Spy.

Passengers on the Florizel steamship, in today from Halifax and St. John, N. S., tell of an alleged attempt to blow up the big White Star passenger ship Olympic which is being used as a transport for troops.

RASHY PIMPLY COMPLEXIONS



QUICKLY CLEARED BY CUTICURA

HOW TO DO IT:—Smear the affected part with Cuticura Ointment and let it remain five minutes. Wash off with Cuticura Soap and hot water, bathing some minutes. Absolutely nothing better.

Sample Each Free by Mail
With 25¢ box of the ointment. Address post-paid: "Cuticura, Dept. 17, Boston." Build everywhere.



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THOROUGHLY AMERICAN.

THE
NEW FALL STYLE
IN

Lion Collars
ON SALE SEPTEMBER 16TH
UNITED SHIRT & COLLAR CO., TROY, N. Y.



STEARNS' ALPHOZONE

Most powerful antiseptic
containing no poison

Use Alphozone to fight
Infantile Paralysis germ

Druggists everywhere are recommending and selling Stearns' Alphozone as a protection against the germ of Infantile Paralysis, which medical authorities agree is carried in the nose and mouth secretions of both children and adults.

One of the lecturers before a State Medical Society described Stearns' Alphozone as

"One of the most valuable discoveries in the realm of medicine."

Alphozone can be used internally or externally—it is not a poison. Simply dissolve Alphozone Tablets in water and use as a nasal douche and gargle. Comes in a handy little bottle containing 25 tablets. Get Stearns' Alphozone today from your druggist—manufactured by—

Frederick Stearns & Co.
DETROIT, U. S. A.
New York Office: 100 John Street

troops. A lieutenant in the Canadian army, said to be a German spy, was taken off the Olympic and with having planned to blow up the ship. Judge Daniel A. Duggan of Chicago, N. J., was one of the passengers who told of the plot. He says the Olympic was in Halifax harbor nine days ago when the Florizel arrived there from New York. Troops were going aboard. When the Florizel returned to Halifax after visiting St. John, the Olympic had departed. Judge Duggan said the big liner had taken away a second contingent of soldiers, more than 1,000.

According to the story told in Halifax, a Canadian lieutenant had been discovered plotting bombs and other explosives about the vessel with the intention of blowing up the steamer when it was well away from the coast. He was arrested and returned to Halifax, where he was placed in the citadel. Whether he has been shot was not known.

There were three badly scared brothers aboard the Florizel. They were J. B. Orkin of No. 334 Riverside Drive, Manuel of Hong City and Joseph of Omaha. According to J. B. Orkin, they had visited near the citadel and had asked to see the German prisoners. When told they might not do so they expressed themselves in a manner not altogether pro-British.

The next day at the steamer a man in civilian clothes asked me about the remarks we made," said Orkin. "I told him I was an American citizen. He told us to stay aboard the ship while at Halifax and we did. It was a narrow escape."

When west of Nantucket, just before twilight last evening, the passengers on the Red Cross steamer were permitted to review the American fleet of fifteen battleships and a score of torpedo boats and destroyers. The fleet was en route from Newport to Cape Henry for target practice.

MACMILLAN AND PARTY ON WAY FROM NORTH BACK NEXT MONTH

Museum of Natural History In-
formed Relief Expedition
Head Is With Explorer.

Officers of the American Museum of Natural History have been advised that Donald B. MacMillan, the Arctic explorer, who left here in 1913 in search of "Crocker Land," is expected to arrive with the remaining members of his party at St. John, N. F., or Sydney, N. S., between Sept. 20 and Oct. 1.

MacMillan will be accompanied by Dr. E. O. Hovey, who was in charge of the relief expedition sent to MacMillan on board the power schooner George B. Cluett in 1915.

The explorers are returning on the Danish steamship Danmark, chartered for the purpose by the American Museum of Natural History from the Greenland Mining Company. Word of her departure from her South Greenland base for Etah on Aug. 1 has been cabled to Marius I. Nyboe, general manager of the Greenland Mining Company, who recently arrived in New York from Copenhagen.

The Danmark was to go direct to Etah to pick up MacMillan and take aboard his equipment and a large quantity of specimens that have been gathered. On her way back she was to stop at Thule, Knud Rasmussen's Greenland station, to take on board Dr. Hovey and his party. It was also said by Mr. Nyboe to-day that Rasmussen would accompany them. He has been in Greenland for two years, engaged in mapping and exploration.

Two members of the original MacMillan expedition are already in the United States—Dr. Maurice C. Tanquary and Jerome Lee Allen, who with Ensign Green of the United States navy made the 1,300-mile trip from Etah to Holstenburg in dog sledges. Ensign Green is on the way home on board the steamship United States from Copenhagen.

The captain and crew of the George B. Cluett will remain with their ship, which was caught in the ice last year, and endeavor to bring her home.

FAIRBANKS ECHOES SPEECH OF HUGHES

Says Wilson Is Not Entitled to
Credit for Keeping Us Out of
War—No One to Fight Us.

INDIANAPOLIS, Ind., Aug. 31.—Charles Warren Fairbanks, the Republican nominee for Vice President, was formally notified of his nomination here in his home town to-day. Senator Lawrence Y. Sherman of Illinois made the notification speech, in which he criticized the Wilson Administration at great length but in a general way.

Mr. Fairbanks in accepting the nomination dwelt upon the protective tariff as the greatest issue now before the people. He declared that the Underwood tariff was plunging the country into ruin, when the European war intervened and caused a demand for our products which has produced an ephemeral prosperity. He pledged his support to an enlargement of the merchant marine and economy in the expenses of government.

In speaking of the fact that this country was not drawn into the European war, Mr. Fairbanks declared that the President is entitled to no credit, because no nation wanted to fight us. He criticized the Mexican policy of the Wilson Administration along the lines that were laid out by Charles Evans Hughes in his speech of acceptance and in his speeches on his tour of the West.

MRS. FREDERICK G. BOURNE, WIFE OF YACHTSMAN, DIES

Boy and Girl Romance of Com-
modore and Former Miss Emma
Keeler Recalled.

(Special to The Evening World.)
RAYVILLE, N. Y., Aug. 31.—Mrs. Frederick G. Bourne died at her home, Indian Neck Hall, Oakdale, this morning. She was the wife of Commodore Bourne, former President of the Singer Sewing Machine Company, for many years President of the New York Yacht Club and for the last twenty years the foremost figure in American yacht racing.

Before her marriage Mrs. Bourne was Miss Emma M. Keeler and her wedding to Mr. Bourne, then a young employee of Alfred Corning Clark, whom he succeeded as President of the Singer Company, was the result of a boy and girl romance.

When young Bourne entered the employ of Mr. Clark he was called upon to supervise the building of

some houses owned by the mill-
ster.
"You need a woman to advise you about the interior," Mrs. Bourne suggested to the owner.
Young Bourne said he knew just the girl for the job of interior decorator. After their meeting Mrs. Bourne supervised the alterations and furnishing of a large up-town house. When everything was finished Mr. Clark made them a present of it. Mrs. Bourne is survived by her children, Mrs. Ralph Bourne, daughter, Mrs. Mary Marion Clark and Margaret Bourne and Howard Bourne.

TO CONSERVE YOUR HEALTH

Help your Stomach, Liver
and Bowels to perform
their functions regularly

— TRY —
HOSTETTER'S
Stomach Bitters

Stern Brothers

West 42d and West 43d Streets

Commencing To-morrow, Friday, September 1st, the
store will be open daily, including Saturday,
September 2d, from 9 A. M. to 6 P. M.

China, Glassware, Lamps and Shades

The Annual September Sale
will begin To-morrow, Friday

On the Fourth Floor, affording an opportunity
to procure the productions of the leading
foreign and American makers, at de-
cided reductions from regular values,

Many Being Less than Wholesale Prices

Stern Brothers

West 42nd and 43rd Streets

Men's Light Weight Suits

Final Clearance To-morrow

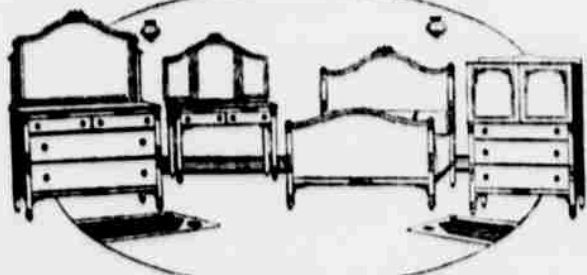
of our entire stock which has been arranged
in two groups, on the Third Floor:

at \$13.50 at \$21.50
Values up to \$25.00 Values up to \$35.00

Two and three button models, one-quarter and one-half
silk or serge lined, hand tailored, flannels,
worsteds, serges, fancy chevrons, blue and
black included; sizes 33 to 46.

Shantung Silk Suits, at \$10.00
Regular Value \$15.00

It is an inspiration to lovers of beautiful
homes to study the styles in Furniture
on display here.
Many of them can be seen only in
this shop which specializes in fine furni-
ture at moderate price.



Chinese Chippendale Bedroom Suite in American
Walnut, Brown Mahogany and Antique Ivory; 4 pcs. \$175

The 25 rooms completely furnished
will prove instructive and entertaining

KELLNER BROS.
S. E. COR. 15TH ST. & 6TH AVE.
SINCE 1891

FOR THE INFORMATION OF THE PUBLIC:

The Railroads' statement of their posi- tion on the threatened strike, as presented to the President of the United States

A strike on all the railroads of the country has been called by the Train Brotherhoods for 7 o'clock Monday morning, September 4.

This strike was ordered from Washington while the President of the United States was making every effort to avert the disaster.

The Final Railroad Proposal

The final proposal made by the railroads for a peaceful settlement of the controversy, but which was rejected by the brotherhoods, was as follows:

(a) The railroads will, effective September 1, 1916, keep the time of all men represented in this movement, upon an 8 hour basis and by separate account, monthly, with each man, maintain a record of the difference between the money actually earned by him on the present basis and the amount that would have been earned upon an 8 hour basis—overtime on each basis to be computed pro rata.

The amounts so shown will be subject to the decision of the Commission, provided for in Paragraph (c) of this memorandum and payable in money, as may be directed by said Commission in its findings and decision.

(b) The Interstate Commerce Commission to supervise the keeping of these accounts and report the increased cost of the 8 hour basis, after such period of

actual experience as their judgment approves or the President may fix, not, however, less than three months.

(c) In view of the far-reaching consequences of the declaration made by the President, accepting the 8 hour day, not only upon the railroads and the classes of labor involved directly in this controversy, but to the public and upon all industry, it seems plain that before the existing conditions are changed, the whole subject in so far as it affects the railroads and their employees, should be investigated and determined by a Commission to be appointed by the President, of such standing as to compel attention and respect to its findings. The judgment of such a Commission would be a helpful basis for adjustments with labor and such legislation as intelligent public opinion, so informed, might demand.

Statement of Executives to the President

In submitting this proposal to the President, the fifty railroad executives called to Washington and representing all the great arteries of traffic, made this statement to him of their convictions:

The demands in this controversy have not been presented, in our judgment, for the purpose of fixing a definite daily period of labor, nor a reduction in the existing hours of labor or change in methods of operation, but for the real purpose of accomplishing an increase in wages of approximately One Hundred Million Dollars per annum, or 35 per cent. for the men in railroad freight train and yard service represented by the labor organizations in this matter.

After careful examination of the facts and patient and continuous consultation with the Conference Committee of Managers, and among ourselves, we have reached a clear understanding of the magnitude of the questions, and of the serious consequences to the railroads and to the public, involved in the decision of them.

Trustees for the Public

As trustees for the public served by our lines and for the great mass of the less powerful employees (not less than 80 per cent. of the whole number) interested in the railroad wage fund—as trustees also for the millions of people that have invested their savings and capital in the bonds and stock of these properties, and who through the saving banks, trust companies and insurance companies, are vitally interested to the extent of millions of dollars, in the integrity and solvency of the railroads of the country, we cannot in conscience surrender without a hearing, the principle involved, nor undertake to transfer the enormous cost that will result to the transportation of the commerce of the country.

The eight-hour day without punitive overtime involves an annual increase, approximately, in the aggregate of Sixty Millions of Dollars, and an increase of more than 20 per cent. in the pay of the men, already the most highly paid in the transportation service.

The ultimate cost to the railroads of an admission in this manner of the principle under contention cannot now be estimated; the effect upon the efficiency of the transportation of the country now already under severe test under the tide of business now moving, and at a time when more, instead of less,

effort is required for the public welfare, would be harmful beyond calculation.

The widespread effect upon the industries of the country as a whole is beyond measure or appraisal at this time, and we agree with the insistent and widespread public concern over the gravity of the situation and the consequences of a surrender by the railroads in this emergency.

In like manner we are deeply impressed with the sense of our responsibility to maintain and keep open the arteries of transportation, which carry the life blood of the commerce of the country, and of the consequences that will flow from even temporary interruption of service over the railroads, but the issues presented have been raised above and beyond the social and monetary questions involved, and the responsibility for the consequences that may arise will rest upon those that provoke it.

Public Investigation Urged

The questions involved are in our respectful judgment, eminently suitable for the calm investigation and decision by the public through the agency of fair arbitration, and cannot be disposed of, to the public satisfaction, in any other manner.

The decision of a Commission or Board of Arbitration, having the public confidence, will be accepted by the public, and the social and financial rearrangements made necessary thereby will be undertaken by the public, but in no less deliberate nor orderly manner.

The railroads of the country cannot under present conditions assume this enormous increase in their expenses. If imposed upon them, it would involve many in early financial embarrassment and bankruptcy and imperil the power of all to maintain their credit and the integrity of their securities.

The immediate increase in cost, followed by other increases that would be inevitable, would substantially appropriate the present purchasing power of the railroads and disable them from expanding and improving their facilities and equipment, to keep abreast of the demands of the country for efficient transportation service.

In good faith we have worked continuously and earnestly in a sincere effort to solve the problem in justice to all the parties at interest. These efforts were still in progress when the issuance of the strike order showed them to be unavailing.

Problem Threatens Democracy Itself

The strike, if it comes, will be forced upon the country by the best paid class of laborers in the world, at a time when the country has the greatest need for transportation efficiency.

The problem presented is not that alone of the railroad or business world, but involving democracy itself, and sharply presents the question whether any group of citizens should be allowed to possess the power to imperil the life of the country by conspiring to block the arteries of commerce.

HALE HOLDEN,
Chicago, Burlington & Quincy Railroad.
W. W. ATTERBURY,
Pennsylvania Railroad.
FAIRFAX HARRISON,
Southern Railway.

R. S. LOVETT,
Union Pacific System
E. P. RIPLEY,
Atchafalaya, Tepepa & Santa Fe System.

A. H. SMITH,
New York Central Lines.
FRANK TRUMBULL,
Chesapeake & Ohio Railway.
DANIEL WILLARD,
Baltimore and Ohio Railroad.